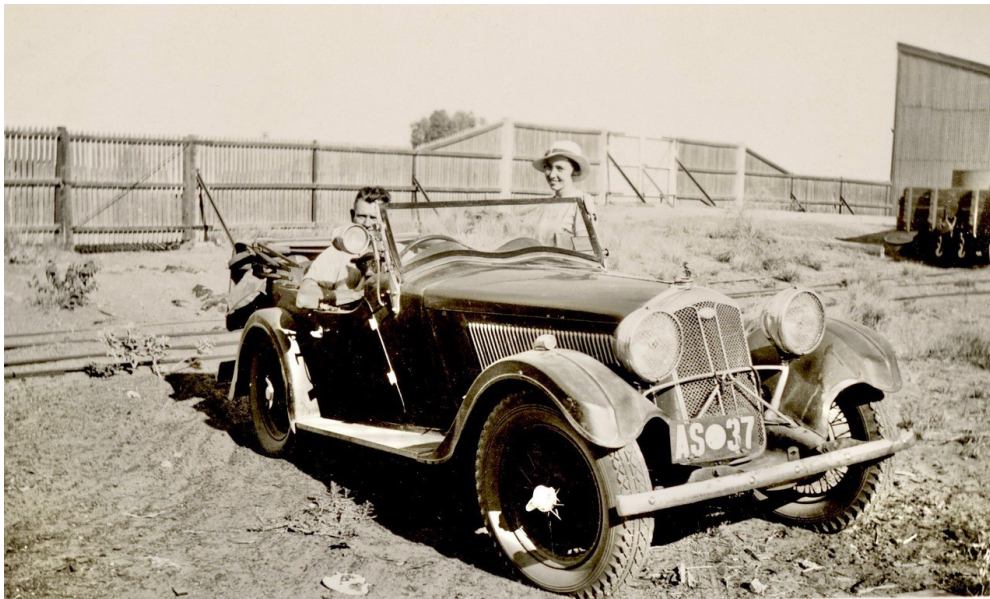


Hornet Special Newsletter

Issue 92

March 2023



I thought you might be interested in this photo.

It was taken some time in the 1930s at Onslow in the Pilbara, 1400km north of Perth.

The woman in the photo is my aunt Conny Hall. I have a stack of old family letters that I am hoping will reveal more about the car and its owner.

Regards **Ron Wilson**

1934 Hornet Special in the Pilbara

The discovery some years ago of a 1932 Sanction 65 Hornet Special in the Queensland tropical rain forest at Kuranda indicated a wide distribution of our cars, and now with Ron Wilson's wonderful photograph in Onslow in the north-west, one of the hottest places in Australia with a peak of 50.7 C, it's clear that Hornets can go anywhere! We hope that Ron can provide us with more information, and maybe the "bones" for another restoration still exist.

John Clucas has been Club President for 5 years and believes it would be good for the Club for someone else to take the role at the AGM.

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AGM & HORNET EXTRAVAGANZA

26th - 29th May

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AGM & HORNET EXTRAVAGANZA

MANSFIELD VIC

FRIDAY 26TH MAY - MONDAY 29TH MAY 2023

Accommodation: Alzburg Resort: 39 Malcolm Street Mansfield 03 5775 7400
info@alzburg.com.au

Please book your own accommodation **online** at www.alzburg.com.au to get our discount

Accommodation: \$149 day per room (when booking use promo code: hornet23 for 10% discount)

Car & Trailer parking available at Alzburg

ALL MEALS AND ACTIVITIES AT OWN COST

Friday 26 May

Early arrivals – maps & info packs - walking tours, brewery(s), wineries

5.00pm Drinks Mansfield Hotel

6.00pm Annual General Meeting Mansfield Hotel

7.30pm AGM Dinner Mansfield Hotel

Presentations and after dinner speaker – TBA

Saturday 27 May

8.00am Breakfast main street

8.45am Show'n'Shine display of Hornets in main street – org by council

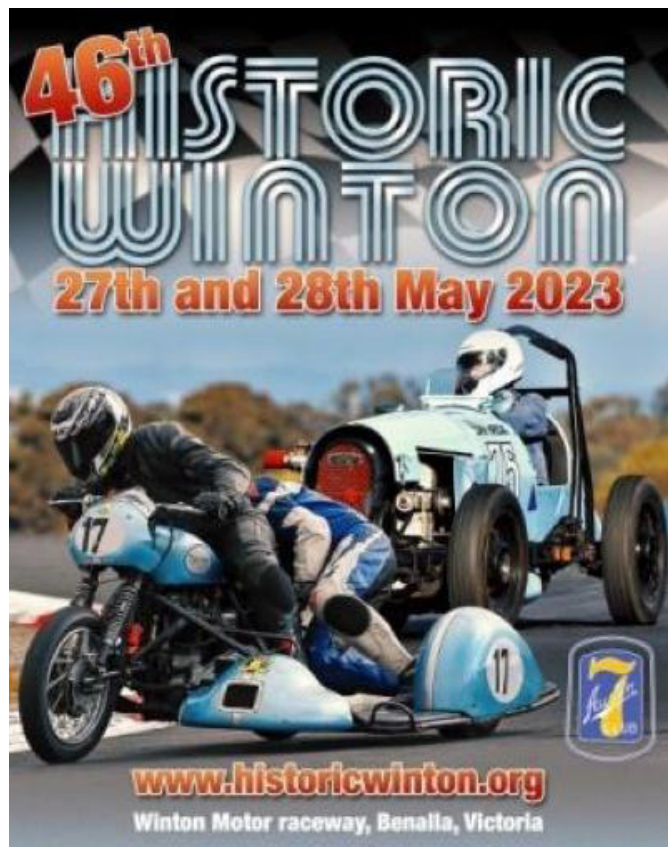
9.00am Mansfield Bush Market (food) in main street

11.00am Drive south to Jamieson

12.30 pm Visit Bimbi Car Museum

2.00 pm Lunch Jamieson – tour significant trees eg Redwood Sequoia

7.30pm dinner – Mansfield TBA



Sunday 28 May

8.30am breakfast Mansfield

10.00am Winton – 46TH HISTORIC WINTON incl
Hornet display

4.00pm depart Winton

7.00pm Dinner Mansfield

Historic Winton is Australia's largest and most popular all-historic motor race meeting. Featuring over 400 historic racing cars and motorbikes from the 1920s to the 1980s as well as a huge array of veteran, vintage, rare and unusual vehicles on display.

Each year, Historic Winton presents historic displays in the car park and competition paddock. Additionally, there is a grand parade of display vehicles at lunchtime on Sunday. These are selected by Austin 7 Club officials on the Sunday morning by leaving an invitation ticket on the wind screen,

Racing events commence at 8:30am with the parade at around 12:30 and racing concludes at about 4:30pm Sunday. Adult Entry: \$55 (To be confirmed)

Monday 29 MAY TBA

Activities to be announced later.

WEATHER Av Max 15.9C, Min 2.1C Precipitation 11days in May

DISTANCES

MELB to Mansfield - 210km

SYD to Mansfield - 878km

WINTON to Mansfield - 73km

TRANSPORT

Apart from road, there is a coach service, a small airport and a heliport for those needing to avoid the paparazzi.

ATTRACTIONS NEARBY

Ski Season @ nearby mountains, especially Mt Buller, begins 3 June

Ned Kelly – Stringybark Creek, Power's Lookout, Greta & Glenrowan

High Country, King Valley & Milawa = views + wineries

ASSOCIATED ATTRACTION

Visit to Bill Russell's HORNET WORKS in Ballarat the following Wed 31st May.

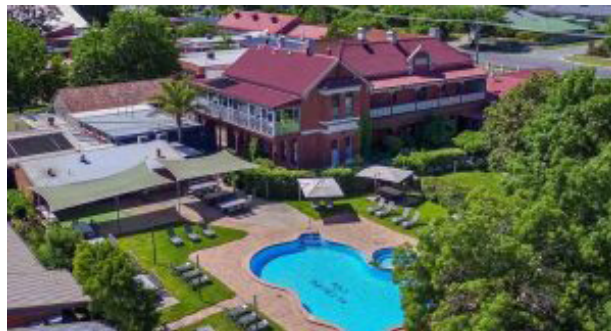
DETAIL ABOUT THE ALZBURG RESORT ACCOMODATION

The resort offers swimming, sauna, spas, tennis, games room. Hopefully their special dome will be erected over the pool in time for our visit, so bringing your bathers to an otherwise cold place would be a good idea.

The 5 different room types are a little difficult to understand so we've summarised them in table below.

Some are multiroom apartments which are very well planned out and would suit couples going in together. They have a good balance of privacy and friendly living space. The Deluxe 3bdrm apartments are impressive in the separate old convent building upstairs and have huge space and verandas. Worth considering.

Some of the king beds separate into 2 singles too.



The resort (and whole town) has staffing issues so there is no chef avail at resort. We'll have breakfast elsewhere.

NB You must book online to get our group discount. However, you can phone Alzburg to get assistance doing this if you would prefer.

NOTE: PLEASE REFER TO EMAIL OF 27 FEBRUARY 2023 TO ALL FOR MORE DETAIL

For planning purposes we need to know numbers.

Please reply to as soon as possible to: John Balthazar by email: fjbalthazar@internode.on.net



COOTAMUNDRA SPRINTS

SATURDAY 2 SEPTEMBER 2023

The VSCCA invites you to participate in its annual Cootamundra Sprints for vintage and pre-1985 cars. Please come and participate in one of the Club's best and most relaxed motor sporting events. We hear it said every year: ***'This is what motor sport used to be like'***.

The Vintage Sports Car Club of Australia has invited the Wolseley Hornet Special Club of Australia Inc. to compete in the Cootamundra Sprints in September 2023.

Contact Jeremy Morris on email: jeremymorris@19stjames.net.au or mobile: 0437 883 098

'32, '33 Steering Refurbishment

At the height of the Victorian lock-down, Bill Russell asked me did I have any spare steering parts for a '32/'33 Hornet.

Yes, I have spare bits of the Admant steering from 4 (one is a shorter column from a Morris), see photo to the right, BUT the '33 Sanction 81 saloons have the steering box in front of the axle.



Rebuilt steering box, column and steering wheel on the Sanction 65 'Kuranda' car

held in place by a clever toothed wheel and peg fixed to the underside, which allows for rotation of the bush and thus adjustment of the engagement.



Offset bush

best fit (no play can be felt between worm and wheel), the offset is 0.3mm. At this point it is just firm, but with the wear on parts of the wheel, it is a bit loose at other points. This firm point will be set at straight ahead.

Sanction 81 'Elsa'

After correcting the Sanction 65 car, I decided that I should 'operate' on the '33 Doctors Coupe, now named 'Elsa', the steering of which had about 38mm of free play. Three years ago, when I registered it, that was the maximum allowable and it was a bit less then, so it passed.

I had rebuilt the steering column and box on the "Kuranda" Sanction 65 WHS, including machining an offset bush for the worm to reduce the free-play, and I'd packed it safely away in the garage roof for when the car is ready.

Hmm ... I thought ..., before I give away any parts, I'd better check that I've used the correct worm and wheel for a WHS and not a spare back-to-front '33 saloon one. Part of my problem is that I had received that 'Kuranda' car as a bent chassis and disassembled bits in 20 litre buckets.

So, I went to inspect Peter Baker's Sanction 75 WHS to confirm exactly how the steering should be set up. Shock! Horror! When I turn my steering wheel to the right, the wheels will turn to the left!

I have now installed the correct worm and wheel in the box so that when viewed from the top turn the steering wheel clockwise and the box wheel turns anti-clockwise the drag link behind the axle moves to the left and the wheels turn to the right. I now think that this is probably the original worm and wheel from the car. The steering assembly is again safely packed away in the garage ceiling.

Rebuilding the steering with an offset bush to bring the worm and wheel into closer engagement.

Either the wheel can have a pair of offset bronze bushes or the worm can have a new steel carrier bored with an offset. I have subsequently seen that in the UK for MGs, a company installs an offset bush for the wheel

For the Sanction 65, I chose to offset the worm and the biggest difficulty that I had was to determine the wear and therefore how large to make the offset. There is a limit before the worm bottoms in the wheel, which would then require grinding the outside of the worm.

Once fabricated with an offset a bit larger than necessary, the bush is rotated to the best fit and locked in position by a grub screw installed in the hole that locates the tab which locks the castellated nut holding the steering column to the box.

I decided that a 0.4 mm offset should be enough and within the limits of my machining, it actually measures 0.39 mm. When rotated to the position of



The completed Sanction 81 steering box

Originally it wandered noticeably on the road, but when I very carefully set the toe-in to 1/8" with the Blockley tyres, it tracks very straight even over road undulations so steering correction is only occasionally necessary. However, with the play in the steering one doesn't feel confident in passing too close to things in case the road surface might suddenly upset it.

Pulling the steering column out, working on it and replacing it took a week, but it was almost a joy, because while several things had to be removed for access, everything came apart smoothly.

I machined the bush for the worm with a 0.4 mm offset, thinking that the wear would probably be similar to the Sanction 65, but upon assembly found that the wear must have been greater, and it 'took' the full 0.4mm.

Upon reinstallation in the car, I was a bit surprised to find that there is still 20mm of free play. Maybe I expected too much because there is still design movement in the springs at each end of the drag link and the tie rod (done up tight then backed off to the next split-pin position).

Now, driving around on the bumpy suburban roads that I know, it really doesn't feel any different, probably because it tracks so well, however hopefully on some of those really bumpy country roads at 80 kph (and a bit) it will feel more responsive.

Henry Hancock

CLUB SUBSCRIPTIONS DUE BY 30 APRIL 2023

WHSCA - Belong to the Wolseley Hornet Special Club of Australia Inc. with access to our stock of second hand parts for a very reasonable subscription, particularly if you take the Newsletter via email. Also have access to the UK Club's spare parts and other services and receive their Magazine by email.

All WHSCA members become affiliate members of the Wolseley Hornet Special Club (UK); have access to their spare parts and other services; and receive the WHSC Magazine by email [For a portion of our annual subscription of GBP 7.50 = AUD 15]. Alternatively, become a full member of the UK Club and receive their printed & posted newsletter.

WHSCA Membership Fees 1 April 2022 to 31 March 2023:

Non-member – newsletter only emailed	\$10
Membership – newsletter emailed + UK Affiliate	\$40
Membership – newsletter printed & posted + UK Affiliate	\$72
Membership – newsletter printed & posted overseas + UK Affiliate	\$75
Member (email newsletter) with Full UK Membership	*\$107 (if paid by 31/5/2023)
Member (printed & posted newsletter) with Full UK Membership	*\$139 (if paid by 31/5/2023)
*Subject to UK/AUD exchange rate (+\$20 UK late fee if not paid by 31/5/2023)	

Please forward your subscription by the due date to:

By bank transfer (strongly preferred) to:

Wolseley Hornet Special Club of Australia Inc

St George Bank BSB: 112-879

Account No: 469866952

Reference: your name

Or by cheque or money order to:

Wolseley Hornet Special Club of Australia Inc.

C/- Bill Trollope, Treasurer

229 Bobbin Head Rd, Turramurra 2074, Australia

wwt@bigpond.com

The Club's financial year ends in March, so to make his yearly accounting easier, Club Treasurer, Bill Trollope, requests payment not before 1st April 2023.

Carla Jacques and Owen Dibbs

Carla Jacques (1891-1976) was one of the significant Hornet women. Her maiden name was Carla Vera Kortlang Alexander. She was born in Melbourne in 1891, daughter of Charles Stuart Alexander, a merchant associated with the well-known Melbourne trading firm of Sargood's. He later moved to NSW where he established his own trading firm of Stuart Alexander and Co., eventually dying in Armidale in 1943. Her mother was Dorette Kortlang, from Amherst, a small gold mining town near Ararat in the Victorian Pyrenees. Dorette's parents, Lorenz and Sophia, had come from Oldenburg in Lower Saxony (Niedersachsen) Germany to Victoria via New York in 1853.



Carla first married John Burton Dibbs, who was killed in France serving with the Australian Forces in 1918. She then married Charles Alfred Jacques in Sydney in 1919 and divorced him in 1931. Her son, Owen Dibbs, was a product of the first marriage and her daughter, Sandra Carla Jacques, a product of the second.

In June 1934, a burglar entered her flat in Darling Point. She explained to the press that she was not frightened, as she always slept with a revolver loaded with seven cartridges under her pillow, while her son had a loaded rifle. She had fired above the burglar's head to scare him, after the burglar and her son had exchanged shots. She said the burglar then "*vanished in a second*".

Her first motor sport appearance seems to have been winning the RACA Womens Trial in Sydney on May 24 1936 in her Hornet, followed by other events in July and August that year.

The May event was an event for closed cars so she may have been in a coupe or WHS saloon.

She won a Trophy at the RACA in 1937 in the Hornet but in 1938 was competing in a 1292cc MG (probably a K or N series)

Carla's divorce papers were released by the NSW State Archives and published in the Sydney Morning Herald in 2012. Here is an extract:

IF MILLS & BOON is to your liking, some of the affidavits contained in 57,000 newly released divorce papers from the 1930s make for entertaining reading.

In one of the documents, a letter was written to Carla Jacques on the Steam Ship *Orvieto*, bound from Australia to London in 1927.

"Carla my love, Sweetheart I looked into your cabin from the outside at 7.30 and I saw your lovely self fast asleep. Carla my darling it was perfectly heavenly, but oh my sweetheart I just hated leaving you then, for it was then that you really needed petting. Yours, Billy."

The words were not from her spouse.



Two years later, romance shifted to Wyong, and Mrs Jacques is in the company of a different suitor. Her husband, Charles Jacques, a well-known Sydney solicitor and racehorse owner, is away, according to neighbour Mr Smith, who maintained Mr Jacques's orchard.

"Mrs Jacques and Mr Ralph Pooley stayed at the house on the night of the day they arrived and I believe on the following night," he said.

"On the day after they arrived they went for a long walk along the road to the lake. They came back in about an hour's time and they were skylarking together and had draped themselves with flowers which they

had picked hanging them over their shoulders and heads and they went along with their arms around one another's waists laughing and joking as they went."



**Sandra Carla
Jacques**

Her daughter **Sandra Carla Jacques** was a glamorous model, and crooner at Prince's Night-club in Sydney, who appeared in several movies including as Meg in the 1939 film *Seven Little Australians*. The Maitland Daily Mercury of 22 October 1938 reported a dinner dance she gave, assisted by her mother, which showed she showed "promise to develop into a charming hostess". During the war, she married then divorced Peter Gibbes, and then In June 1950 'the titian haired beauty' married a Royal Navy Submarine commander in England, and Lord Mountbatten was a guest at the engagement party, Sandra Carla Jacques died in England about the year 2000.

Carla's son and Sandra's step brother was **Group Captain Owen Dibbs**, born 1914, at 6 feet 5 said to be the tallest man in the RAAF.

Dibbs full name was John Owen Parker Dibbs. He was a career airman, Service Number 90, who joined the RAAF in 1932 at Richmond, the first RAAF base to be established in NSW, which had been opened in 1925. He later rose to Group Captain. He attended Kings School Parramatta and graduated as Bachelor of Civil Engineering. After briefly serving as Assistant Shire Engineer at Gilgandra, Dibbs became one of the first RAAF officers to be posted to England, in December 1939. His squadron flew Sunderland flying boats. During World War II, he was awarded the OBE (Order of the British Empire) and was Mentioned in Dispatches (meaning he showed valour that was significant enough to be reported to the King).

Dibbs had moved from Sydney to Melbourne with his Hornet Special just before the war and lived in the Eastern suburbs. He married Patricia Blayney at St Marks, Darling Point Sydney in 1943. At the end of the war in 1945, Dibbs was appointed to RAAF headquarters in Melbourne and moved there with his wife. He died in 2000 and is buried in the Queensland Garden of Remembrance in Brisbane.

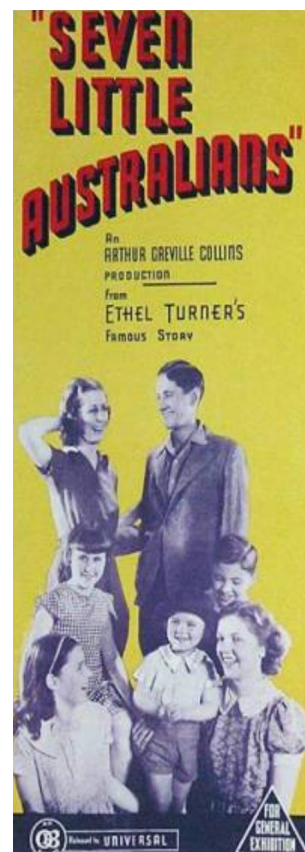
On 30 October 1938 he entered a race at Parramatta in an MG owned by Mrs Carla Jacques. He was then described as Ft/Lt Owen Dibbs, Victoria, so he seems to have moved to Victoria by then. As the military headquarters were still in Victoria at that time, this may account for his move to Victoria, while still competing with his mother's MG in NSW.

We haven't been able to precisely identify which WHS he brought but one candidate is the 1932 coupe on page 109 of the book. This car was a closed car (as used by Carla) and it did migrate from Sydney to Melbourne about his time in circumstances otherwise unknown. Where Dibbs lived was not distant from the location where later owner Lindsay Dyer acquired the car. Perhaps Dibbs took over the Hornet Special when Carla acquired her MG.



The Daily Telegraph reported on 1 December 1938 that Carla and Dibbs were off to the New Year's Day Grand Prix races in South Australia and that Carla "looks after the mechanical side of the car and will drive with her son in the race". This may refer to the MG.

Bill Russell



Gordon F G Lee, Leonard G Lee and 'Cammy' Anderson

In previous newsletters we have noted Gordon F G Lee driving a supercharged 1934 Wolseley Hornet tourer with success in Queensland speed events.

The Telegraph newspaper on Tuesday 20 June 1939 tells us that he has been confirmed as the assistant secretary of the RACQ, having previously been a foundation member and the first secretary of the Queensland Motor Sporting Club and that "He had won more contests than anyone else in the Club" and it also tells us that he was the son of Mr. Leonard G. Lee.

Leonard G Lee was the sales manager of Sneddens Motors Ltd. who were the Wolseley agents in Brisbane from September 1933 until 1936 (they merged with British Australian Motors in late 1934). See Newsletter issue 54, June 2013, *When Hornets first came to Brisbane*.

Another *Telegraph* article, three months later, on Friday 29 September 1939 talks of a "Speed Carnival" at Rosewood Track entered by

Speed Carnival at Rosewood Track

By A. L. VOWLES

Big track racing is expected to attract another big crowd to Rosewood to-morrow afternoon when the second car and motor cycle speed carnival will be held on the three-quarter mile racecourse circuit.

The car racing promises to provide thrills, especially the second heat in which K. Kibble will drive the fast Alvis Sports job in which he startled spectators at last Sunday's practice. V. Trevethan's Jitterbug Special also will be in this heat as well as that consistent performer, T. Trevethan in his Ford V-8.

Hec. Collett (Hudson) is in the first heat with M. Willbatt driving John Pike's Austin Seven, and Gordon Lee (Standard). Claude Barron (Wensum Vauxhall), C. Anderson (Wolseley Hornet) and J. Howard (Morris 8/40) comprise the third heat, with Vic. Winders (P and W Special), R. Eberie (Ford 10) and R McDowell (Standard 10) in the fourth.

A novel car event

Gordon Lee (now driving a Standard) racing against C. Anderson (Wolseley Hornet).

We know that Chas. 'Cammy' Anderson was a member of QHMC and that his car was the late Howard Kenward's 1934 Special now owned by son Geoff.

There was another race reported in *The Telegraph* on 1 August and with both Lee and Anderson racing, so Gordon and "Cammy" were well known to each other – another link in the chain.

Also interesting is that the John Pike at Rosewood Track who was a very successful competitor in the '30s in his Bugatti, Austin 7 and Singer Le Mans, was ex-1934 WHS owner, Chris Pike's father. Chris's car is now owned by David & Yvonne Armstrong in SA.

MR. LEN KING NEW R.A.C.Q. SECRETARY

Mr Gordon Lee who has been acting as assistant secretary, has been appointed permanently to the position.

Mr. Gordon F. G. Lee is well known as a competition driver in local motoring circles, and he was the first secretary of the Queensland Motor Sporting Club.

Mr. Lee is about 24 years of age and is the son of Mr. L. G. Lee, of Doris Street, West End, who also was well known in motoring circles.

Mr. V. Winders, president of the Queensland Motor Sporting Club, expressed pleasure at the appointment of Mr. Gordon Lee. Mr. Lee, he said, was always interested in motor sporting and was one of the foundation members of the club. He had won more contests than anyone else in the club; and his knowledge of competitions would be of great value. He always endeavored to improve conditions for motorists and was a willing worker for the sporting club, who frequently called upon him for advice; subsequent to his resigning the secretaryship owing to the pressure of business.

The Telegraph Tuesday 20 June 1939

INDEX of NAMES in NEWSLETTERS

If you are interested in the people mentioned in WHSCA Newsletters from Issue 1 to Issue 91, there is now an index on our Website whscaorgau.wordpress.com.

The Telegraph Friday 29 September 1939

The Wolseley Hornet Special Club of Australia Inc. (Victoria, No. A0035489S) exists to encourage the preservation and use of Wolseley Hornets, Sports and Specials. The Club and its Committee take no responsibility for the accuracy of this newsletter's content nor for the consequences of acting upon any information published herein.